

CLAIMS

What is Claimed:

1. A golf car comprising:
 - a frame supported by a plurality of wheels;
 - an accelerator pedal;
 - a hydraulically operated brake system including a brake pedal movable through an operating stroke, said brake system receiving input from said brake pedal and generating a hydraulic fluid output to control a hydraulically operated braking device;
 - a brake line fluidly coupled between said brake pedal and said hydraulically operated braking device for carrying said hydraulic fluid output, said brake line having a flexible inner member and a braided outer member; and
 - a brake pedal locking mechanism operatively cooperating with said brake pedal to provide a locked position beyond an end of said operating stroke, said brake pedal locking mechanism further operable to automatically unlatch said brake pedal from said locked position upon movement of said brake pedal beyond said locked position.
2. The golf car of claim 1 wherein said braided outer member is sized to closely conformed to an outer shape of said flexible inner member to generally prevent radial expansion of said flexible inner member.

3. The golf car of claim 1 wherein said flexible inner member is a PTFE tubular member.

4. The golf car of claim 1 wherein said braided outer member is a braided stainless steel member.

5. The golf car of claim 1 wherein said braided outer member is a braided Kevlar member.

6. The golf car of claim 1 wherein said braided outer member is a braided nylon member.

7. The golf car of claim 1, further comprising:
a flexible cover member disposed about said flexible inner member and said braided outer member.

8. The golf car of claim 1, further comprising a kickoff mechanism which couples said accelerator pedal to said brake pedal locking mechanism and which actuates said brake pedal locking mechanism to unlatch said brake pedal from said locked position upon actuation of said accelerator pedal.

9. The golf car of claim 1 wherein said brake system operates in a normal mode by partially depressing said brake pedal and wherein said brake system operates in a parked mode by depressing said brake pedal further, and wherein when said brake system is in the parking mode, said brake system may be released by depressing one of said brake pedal and accelerator pedals.

10. The golf car of claim 1, further comprising an accumulator for storing braking energy when in a parking mode, said accumulator maintaining a predetermined minimum hydraulic pressure throughout said brake system when in parking mode or operation.

11. A golf car comprising:

a frame supported by a plurality of wheels;

an accelerator pedal; and

a hydraulic brake system having a brake pedal and a flexible brake line fluidly interconnecting said brake pedal with at least one of said plurality of wheels, said brake pedal movable through a first range of motion defining an operating mode wherein said hydraulic brake system applies a varying degree of braking power based on the position of said brake pedal in said operating mode, said brake pedal further movable beyond said operating mode to a locked mode wherein said brake pedal is retained in a position whereby said hydraulic brake system applies braking power to at least one of said plurality of wheels sufficient to preclude rotation thereof, said locked mode presenting a single audible indication to an operator upon entry thereof, said brake pedal further operable to withdrawal from said locked position upon one of actuating said brake pedal beyond said locked position and actuating said accelerator pedal, said flexible brake line having a flexible tube member and a woven outer casing, said woven outer casing operable to minimize radial expansion of said flexible tube member.

12. The golf car of claim 11 wherein said flexible inner member is a PTFE tubular member.

13. The golf car of claim 11 wherein said braided outer member is a braided stainless steel member.

14. The golf car of claim 11 wherein said braided outer member is a braided Kevlar member.

15. The golf car of claim 11 wherein said braided outer member is a braided nylon member.

16. The golf car of claim 11, further comprising:
a flexible cover member disposed about said flexible tube member and said woven outer casing.

17. The golf car of claim 11, further including a kickoff mechanism which couples said accelerator pedal to said brake pedal locking mechanism and which actuates said brake pedal locking mechanism to unlatch said brake pedal from said locked position upon actuation of said accelerator pedal.

18. The golf car of claim 11, further comprising an accumulator for storing braking energy when in a parking mode, said accumulator maintaining a predetermined minimum hydraulic pressure throughout said brake system when in parking mode or operation.

19. A brake system for a vehicle comprising:

a brake pedal;

an accelerator pedal;

a hydraulic brake system receiving input from said brake pedal and generating a hydraulic fluid output to control a hydraulically operated braking device;

a brake line fluidly coupled between said brake pedal and said hydraulically operated braking device for carrying said hydraulic fluid output, said brake line having a flexible inner member and a braided outer member, said braided outer member being sized to closely conform to an outer shape of said flexible inner member to generally prevent radial expansion of said flexible inner member; and

a locking mechanism for providing a locked position for said brake pedal, said locking mechanism providing a single audible indication to an operator that said brake pedal had been depressed sufficiently to be latched in said locked position, said locking mechanism operable to unlatch upon one of advancement of said accelerator pedal or advancement of said brake pedal beyond said locked position.

20. The brake system of claim 19, further comprising a kickoff mechanism which couples said accelerator pedal to said brake pedal locking mechanism and which actuates said brake pedal locking mechanism to unlatch said brake pedal from said locked position upon actuation of said accelerator pedal.

21. The brake system of claim 19 wherein said brake system operates in a normal mode by partially depressing said brake pedal and wherein said brake system operates in a parked mode by depressing said brake pedal further, and wherein when said brake system is in the parking mode, said brake system may be released by depressing one of said brake pedal and accelerator pedals.

22. The brake system of claim 19, further comprising an accumulator for storing braking energy when in a parking mode, said accumulator maintaining a predetermined minimum hydraulic pressure throughout said brake system when in parking mode or operation.

23. The golf car according to Claim 19 wherein said flexible inner member is a PTFE tubular member.

24. The golf car according to Claim 19 wherein said braided outer member is a braided stainless steel member.

25. The golf car according to Claim 19 wherein said braided outer member is a braided Kevlar member.

26. The golf car according to Claim 19 wherein said braided outer member is a braided nylon member.

27. The golf car according to Claim 19, further comprising:
a flexible cover member disposed about said flexible inner member
and said braided outer member.